

PLANNING & PROGRAMMING DIVISION  
PLANNING RESEARCH SECTION  
TRAFFIC ANALYSIS UNIT

TAU 345I-B

T.H. 94

S.P. 8282-01

0.5 Mi. E. of CSAH 19 to

St. Croix River

Prepared: October 1964

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS



# Office Memorandum

TO : T.S. Thompson

DATE: October 21, 1964

FROM : Johan Nygaard

SUBJECT: T.H. 94, S.P. 8282-01, 0.5 Mi. E. of CSAH 19 to St. Croix River

This report is transmitted in response to your June 1, 1964 request for 1989 ADT, DHV and HCADT for the project location shown on the map on page 2. This is the second part of the report on the original request for 1989 traffic from the junction of T.H. 494, 694 to the St. Croix River. The first part of the report was in TAU 3451-A transmitted July 28, 1964 for T.H. 94 from the junction of T.H. 494, 694 to 0.5 miles east of CSAH 19.

For each segment numbered on the map on page 3, the following data are tabulated on the forms on pages 4 and 5:

- Vehicle Type Distribution.
- Total ADT.
- Total Heavy Commercial ADT.
- Total DHV Without Directional Distribution.
- Directional Distribution of DHV.

Segment 1, having the highest 1989 ADT, has a 1962 ADT of 10,200 on T.H. 12.

Basic data, method and assumptions are presented on page 6.

This request was initiated by B. L. Warzala for geometrics.

*Johan Nygaard*



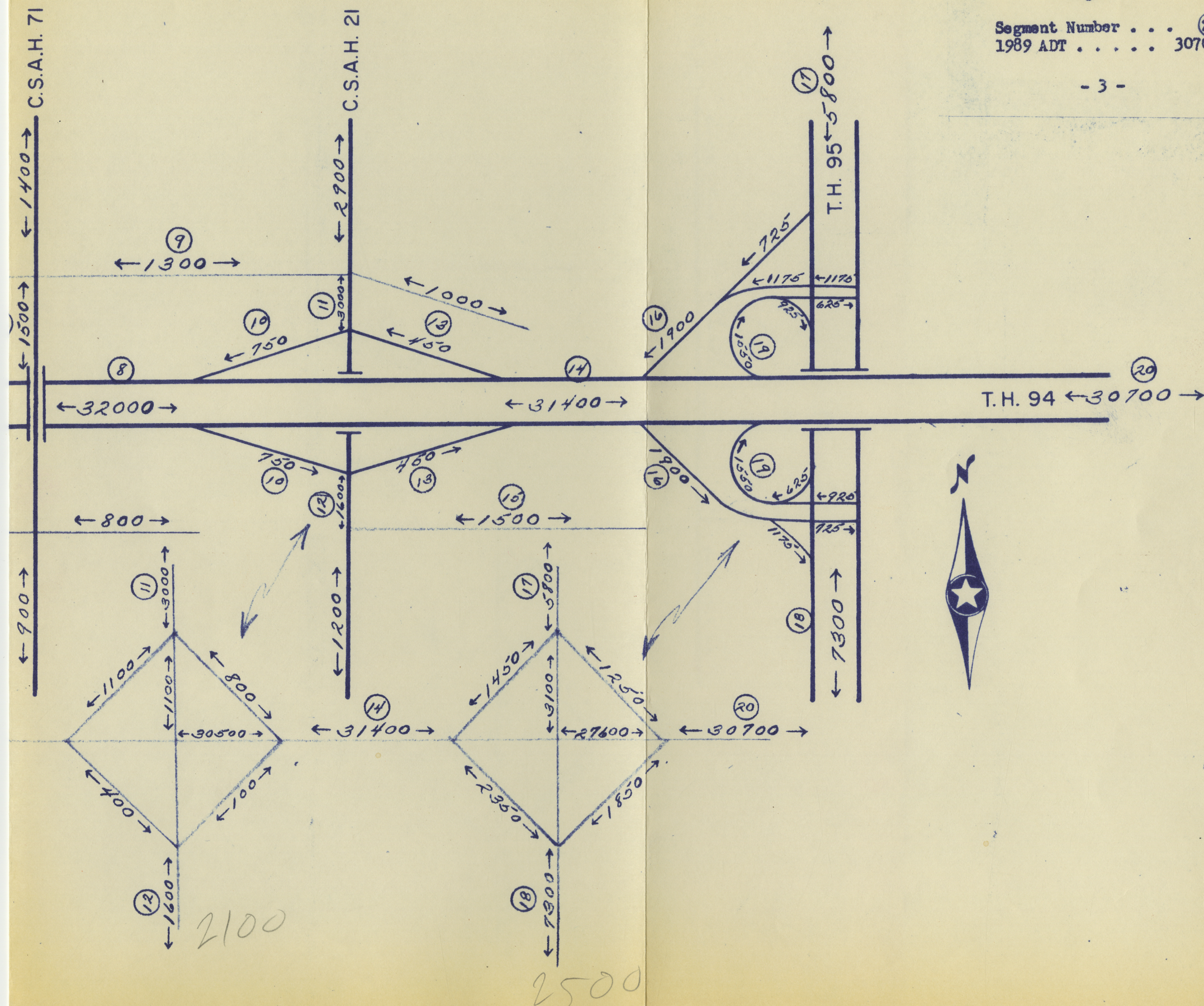


T.H. 94  
0.5 Mi. E. of CSAH 19 to  
St. Croix River

Legend

Segment Number . . . (20)  
1989 ADT . . . . . 30700

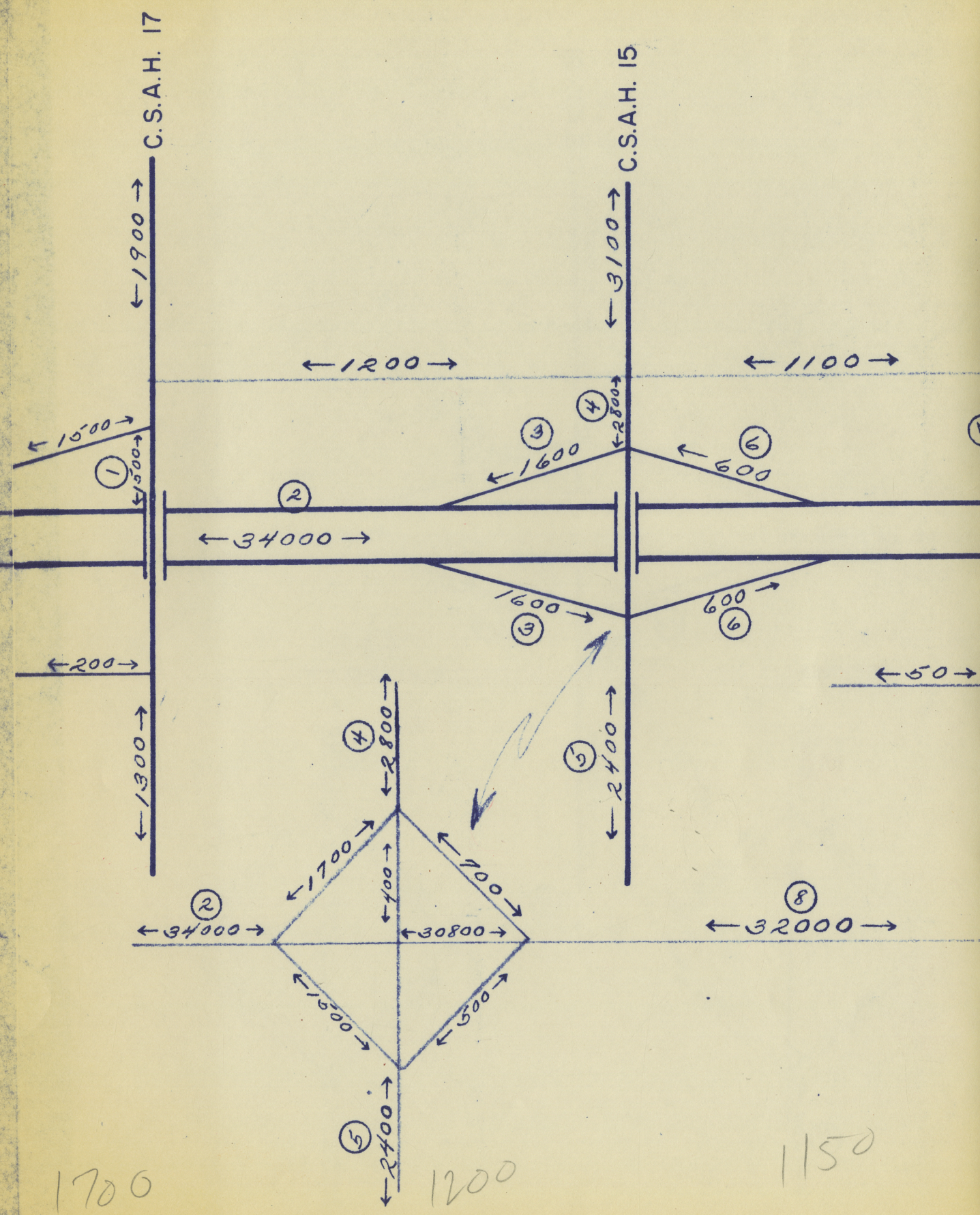
- 3 -





THE  
U.S. ARMY  
ENGINEER REGIMENT  
1968 AUG 10  
1968 AUG 10  
1968 AUG 10

← 00700 → 40 H.T



1700

1200

1150



## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1989 PART 1 OF 2

FOR

T.H. 94 S.P. 8282-01 LENGTH - MILESCOUNTY Washington LOCATION 0.5 Mi. East of CSAH 19 toSt. Croix River

BASED ON

1989 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	1369	29780	1430	2501	2141	534	1374	27988	1191	669	2679
1	80	1135	106	185	159	40	80	1003	69	50	198
2	24	425	46	81	70	17	24	367	21	22	87
3	5	250	2	3	3	1	3	248	2	1	3
4	5	470	4	8	7	2	4	466	3	2	9
5	5	1736	4	8	7	2	3	1732	3	2	9
6	12	204	8	14	13	4	12	196	11	4	15
TOTAL ADT	1500	34000	1600	2800	2400	600	1500	32000	1300	750	3000
TOTAL H. COMM. ADT	131	4220	170	299	259	66	126	4012	109	81	321
TOTAL DHV	262	3910	227	392	336	84	262	3624	228	105	420
DIRECTIONAL DISTRIBUTION	60-40	60-40	100-0	60-40	60-40	100-0	60-40	60-40	55-45	100-0	55-45

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS

## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1989 PART 2 OF 2

FOR

T.H. 94 S.P. 8282-01 LENGTH - MILESCOUNTY Washington LOCATION 0.5 Mi. East of CSAH 19 toSt. Croix River

BASED ON

1989 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 20 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13	14	15	16	17	18	19	20		
0	1429	402	27454	1369	1751	4936	6730	1423	26798		
1	105	30	963	80	93	611	387	80	937		
2	47	13	349	24	25	95	75	21	341		
3	1	1	248	5	3	19	11	2	246		
4	5	1	464	5	9	40	18	8	462		
5	5	1	1730	5	16	89	68	14	1726		
6	8	2	192	12	3	10	11	2	190		
TOTAL ADT	1600	450	31400	1500	1900	5800	7300	1550	30700		
TOTAL H. COMM. ADT	171	48	3946	131	149	864	570	127	3902		
TOTAL DHV	240	79	3572	262	234	1201	1321	290	3684		
DIRECTIONAL DISTRIBUTION	55-45	100-0	60-40	60-40	100-0	60-40	60-40	100-0	60-40		

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS



#### Basic Data, Method and Assumptions

The 1989 ADT for segments 1 through 20 were calculated by 104(b)5 study methods and adjusted by information gathered during a field inspection of the project location.

HCADT for T.H. 94 was based on annual vehicle classification data recorded on T.H. 12 east of St. Paul. The vehicle types were projected by statewide trends for each vehicle type to 1989 HCADT reflecting diversions to the Interstate System. The remainder of the HCADT was based on classification counts assumed to be typical to the project location.

DHV for T.H. 94 was based on 30th hour data recorded on T.H. 12 east of St. Paul. DHV for T.H. 95 was based on machine counts recorded on T.H. 95 and related to DHV records for T.H. 61 north of Wyoming.